

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons..... Captain H. D. Jones.
 " "POWAN" 2,338 " " R. D. Thomas.
 " "FATSHAN" 2,260 " " W. A. Valentine.
 " "HANKOW" 3,073 " " C. V. Lloyd.
 " "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special Attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,968 tons..... Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons..... Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... Captain J. Willox.
 " "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$32.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

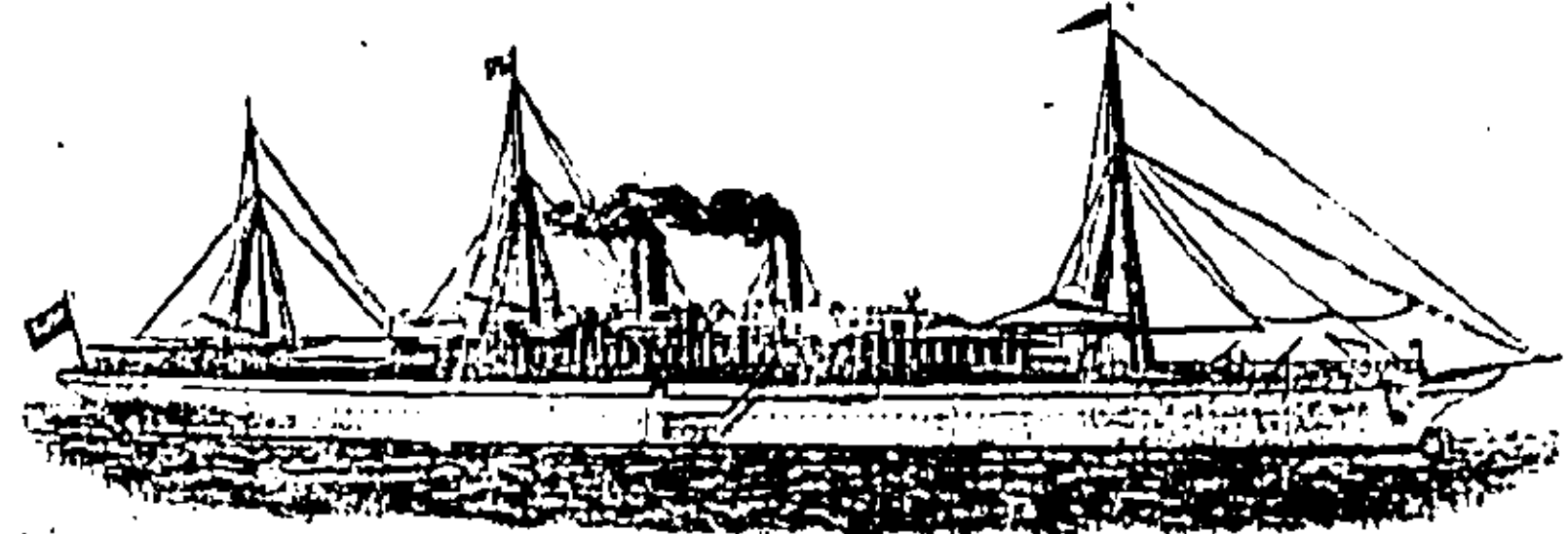
HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Birss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon.....Single \$6.00.
 Hongkong to KumchukSingle \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.)
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons..... WEDNESDAY, 29th March.
 " "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 19th April.
 " "TARTAR" 4,475 " WEDNESDAY, 26th April.
 " "EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 10th May.
 " "ATHENIAN" 2,440 " WEDNESDAY, 24th May.
 " "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 31st May.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers..... £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Tickets, Hand Books, Rates of Freight and Passage, apply to
 D. W. C. ADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 15th March, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA*	HAVRE AND HAMBURG.	28th March.	Freight and Passengers.
v. Döhren	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE AND HAMBURG.	4th April.	Freight.
Knaibel	(Calling at S'PORE, PENANG & COLOMBO).		
SILESIA*	HAVRE AND HAMBURG.	16th April.	Freight and Passengers.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA*	HAVRE AND HAMBURG.	2nd May.	Freight and Passengers.
Madsen	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAVRE AND HAMBURG.	16th May.	Freight.
Schoenfeldt.	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE AND HAMBURG.	30th May.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).		
NUBIA	NEW YORK VIA SUEZ.	25th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by Electricity.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 20th March, 1905

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR.

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA. ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO—

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

H.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PRUSSEN	WEDNESDAY, 10th May.
RODAR	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
GNEISENAU	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 29th day of March, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD," of the NORDDEUTSCHER LLOYD; Captain H. Kitchner, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	SAILING DATES.
WILLEHAD	MONDAY, 3rd April.
PRINZ WALDEMAR	FRIDAY, 13th May.
PRINZ SIGISMUND	FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship "WILLEHAD," Captain B. Zurbonsen, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ EITEL FRIEDRICH, WEDNESDAY, 29th March.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRUSSEN.....WEDNESDAY, 12th April.
 KOBE & YOKOHAMA.....PRINZ WALDEMAR.....TUESDAY, 18th "

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 16th March, 1905

MELCHERS & CO., AGENTS.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.30 a.m. Every 10 minutes.
 9.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 29th December, 1904.

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions. Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management. See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders. We guarantee satisfaction.

The Weismann Most Up-to-date Cafe in the Orient.

Hongkong, 17th December, 1904.

S. MOUTRIE & CO., LD., PIANO AND ORGAN MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$500 upwards, and a written guarantee for a test period of TWO Years given for each instrument. A large consignment of records at the low figure at \$1.80 each, 5/-, on wholesale orders. The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES AWARDED TO SINGER SEWING MACHINES AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET. Cash or Easy Monthly Payments. Hongkong, 28th January, 1905.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 370.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

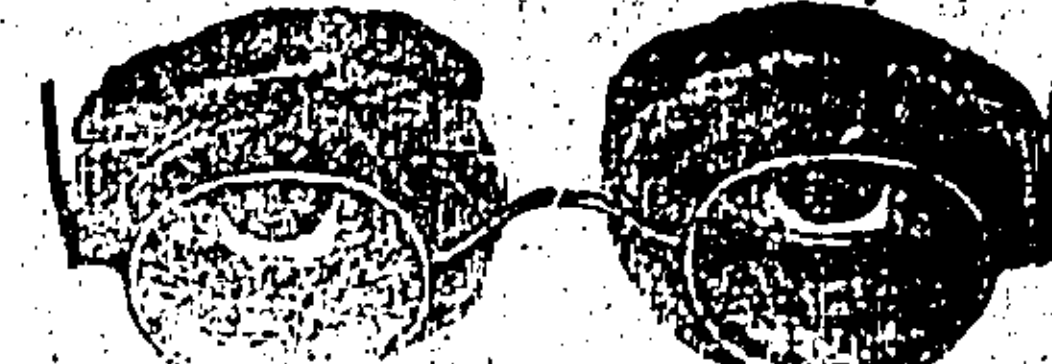
C. W. MEAD, C. E., President and Shanghai Manager.
 N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are restful and give the effect of coolness. Prices from \$2.00.

Hongkong, 1st October, 1904.

A. S. TUXFORD, Manager.

Hotels.

HOTEL DES INDES.
 Nos. 2 & 3, STAMFORD ROAD, SINGAPORE.

OCCIDENTAL HOTEL.
 EXCELLENT CUISINE.
 MODERATE PRICES.

CHARGES FROM 4-6 DOLLARS PER DAY.
 It is situated in the immediate vicinity of the commercial houses and Esplanade, Spacious Refreshment, Dinner and Billiard Saloons.

ELECTRIC FANS TO ORDER IN EVERY ROOM.
 EUROPEAN MANAGEMENT.
 E. C. VAN MARLE, Proprietor.
 H. T. SARRE, Manager.

Singapore, 4th October, 1904.
 Hongkong, 19th May, 1904.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 66.

For Terms, &c., apply to the MANAGER.
 Hongkong, 2nd July, 1900.

KOWLOON HOTEL, KOWLOON.

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE KOWLOON HOTEL. J. W. OSBORNE, Proprietor and Manager.

Intimation.

WM. POWELL,
LIMITED.

"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

FURNISHING
DEPARTMENT
FIRST FLOOR BY LIFT.

NOW
ON SHOW
NEW LACE
CURTAINS.

MUSLIN
CURTAINS.

ART
SATEENS
and many dainty

ART FABRICS
suitable for
HOUSE
FURNISHING.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.
OPPOSITE THE CLOCK TOWER.

BOOTS!
BOOTS!
BOOTS!

A New Lot of
BROWN CALF
AND GLACE
KID BOOTS
JUST ARRIVED.
SMART SHAPES
AND FIRST-CLASS
QUALITY & FINISH.

New Half-Hose,
Silk Underwear,
and
Exclusive Neckwear.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 18th March, 1905.

Entertainment.

CITY HALL.

UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.

MR. EDWARD BRANSCOMBE'S
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.

FOUR CONCERTS ONLY.

TO-MORROW,
(FRIDAY), 24th March,
MONDAY, 3rd April,
TUESDAY, 4th April,
AND
THURSDAY, 6th April.

Complete Change of Programme each Concert.
The Programmes include a unique collection
of
NATIONAL BALLADS

of
England, Ireland, Scotland and Wales,
ALSO
GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES,

BY
MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON,
The Eminent English Contralto.

MR. EDWARD BRANSCOMBE,
The English Tenor.

FOUR BOY SOLO SOPRANOS,
Leading London Cathedral Choristers.

Box Plan ROBINSON PIANO Co.

Prices \$3, 2 and 1. Concert 9-11 P.M.
Hongkong, 23rd March, 1905. [36]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
from C. A. TOMES, Esq., to sell by
PUBLIC AUCTION,

ON
MONDAY,

the 27th March, 1905, at 1.30 P.M., within his
residence, No. 2, Trough Hill, The Peak,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE,

THEREIN CONTAINED,

Comprising:—

SILK TAPESTRY COVERED DRAW-

ING ROOM SUITE, TEAKWOOD OVER-

MANTELS with BEVELLED GLASS,

CANTON BLACKWOOD WARE, TEAK-

WOOD EXTENSION DINING TABLE

AND CHAIRS, BRUSSELS and TIENTSIN

CARPETS and RUGS, SHANGHAI CUR-

TAINS, BRASS BEDSTEADS with WIRE

AND HAIR MATTRESSES, PICTURES,

TEAKWOOD WARDROBES with BE-

VELLED GLASS MARBLE TOP BUREAU

with BEVELLED GLASS MARBLE TOP

WASHSTANDS, MARBLE BATH TUBS,

&c., &c., &c.

One AMERICAN MARBLE REFRIG-

ERATOR;

AND

One COTTAGE PIANO, by M. F. Rachals

& Co., Hamburg, (in Good Order and Condi-

tion).

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 21st March, 1905. [37]

Notice of Firm.

COMPAGNIE DES MESSAGERIES
MARITIMES.

I RESUME this day Charge of this Agency.

G. DE CHAMPEAUX,

Agent.

Hongkong, 22nd March, 1905. [39]

Intimations.

JUST UNPACKED.

MESSRS. PEEK, FREAN & Co.'s well-

known BISCUITS of the day, viz:—

EVERTON, FAMILY, MARSENA, VEDA,

VENICE and PLASMON.

PLASMON BISCUITS are more easily digested

and afford greater nourishment and sustenance

than any other. PLASMON is a preparation

which answers in the scientific knowledge of

the day all the requirements of an Ideal Food.

MESSRS. CHAS. SOUTHWELL'S PREPARATIONS.

JAMS and JELLIES in Glass Jars are

specially prepared from Fresh Fruits.

SWEETS in Glass Jars as follows:—MIXED

NON-PARILS, VOICE JUJUBES, LIME DATES,

PLEN DATES, MIXED PASTILLES.

Inspection Earnestly Solicited.

H. RUTTONJEE,

5, D'Aguilar Street, Hongkong.

47 & 48, Elgin Road, Kowloon.

Hongkong, 22nd March, 1905. [38]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Wing's Building.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES.

48, DES VEAUX ROAD.

SHIPS Coaled from alongside at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

TANJONG PAGAR DOCK BILL.

FORESHADOWING AMENDMENTS.

At the meeting of the Singapore Legislative Council on the 10th inst., Mr. Sheppard, at the conclusion of the ordinary business, said he wanted to take that opportunity of asking His Excellency whether he could consider the postponement for another week of the Tanjong Pagar Dock Bill in the Committee stage. The reason of his request was that they were not really ready. The Company had had out from its legal advisers a home a series of amendments and also the provisions of the Water Companies Act and on the previous day he had been informed by one of their legal advisers that he had hardly time in which to do the thing thoroughly and place it before the Company. Further it appeared to him that the amendments that they proposed should be in the hands of the Council some little time before the Bill came up so that they might be considered and member might learn the true state of matters. It was possible also that the Government might be suggesting amendments, and he ventured to think its amendments should be in the hands of the Council for at any rate a week before the Bill came up for consideration in Committee. There was no desire on the part of the Company to delay or hamper the Bill. They all recognised that the sooner they got out of the present interregnum, the better; but at the same time it was very necessary that the clauses of the Bill should be thoroughly threshed out, and therefore he would ask His Excellency to favourably consider his proposal.

His Excellency remarked that he might say at once that one of his principal reasons for wishing to take the Committee stage next week was that he thought it was very desirable that as many members as possible who had taken part in the second reading of the principal Bill should be here to take part in the discussion in the Committee stage. They had already lost the services of one member and he regretted to say they would shortly lose the services of another member, and he considered it very desirable that at any rate on part of the Committee stage they should have the benefit of the very valuable assistance which the hon. member he referred to had always rendered them in Committee. He was very reluctant upon that account to postpone the subject, but he did not think they would get through the whole Bill at one sitting; that was extremely unlikely. Perhaps it would meet the views of the hon. member if they did what they could at the first sitting and adjourned then for a week or at any rate a few days so as to give the Company time.

Mr. Napier said this was a very important matter from the point of view of the Company. He thought they should have full time to consider all the amendments which they desired to bring before the Council and also full time to consider the Government's amendments too. Personally, he thought that if the Company said they were not in a position to proceed they should get time to prepare.

His Excellency said the Government would have no amendments to bring forward with regard to the expropriation of the Company. The amendments of the Government would be confined to the other parts of the Bill which provided for administration and management. He did not want to appear ungracious, but he attached very considerable importance to what he had already mentioned, and after all, the Bill had been before the Company since the 20th of January. They were now at the 10th of March, and that seemed to him a very considerable time for the Company as well as for the Government to consider the clauses of the Bill and make up their minds as to the form in which they desired amendment. He would prefer to have at least one sitting in Committee on the 17th of March and he would be quite willing—in fact, he thought it would be necessary—to have more than one sitting in Committee; and with regard to the papers he should not be prepared to press the matter at all.

Mr. Sheppard agreed that as the amendments were more on the latter half of the Bill, they would not press the proposal for delay if the Bill was not going to be pushed through Committee at one meeting.

His Excellency did not expect at all that they would be able to finish the Committee stage at one sitting and he was quite willing that it should be understood that the Bill would not pass through Committee without at least one more meeting.—*Straits Times*.

THE RECENT DIVIDEND.

Two or three points are pretty sure to occur to the disinterested mind over the recent dividend declaration of the Tanjong Pagar Dock Company, after providing copiously for all eventualities, of 10 per cent per half year, say 40 per cent per annum. But even 20 per cent per annum is not an ordinary trading profit. Dividends of 6, 7, 8, up to 10 per cent may be, and many trading or shipping companies cannot make that. The ordinary person would say that the T.P.D. dividends verge rather on those belonging to highly speculative successes, and must have been rendered possible either by spending too little on development, or making too much out of charges on shipping. It was naturally the opening of the Suez Canal that made Tanjong Pagar's present prosperity possible. The old Cape route to China via Sunda Straits would never have done anything like that for Singapore, or any concern connected therewith. The Company's energy has done something, but the force of circumstances has done more. The Company has had prosperity thrust upon it. Things might have drifted on, and interests continued to be surrendered, had not the London Advisory Committee's usurpation of control over mere local mercantile delegates awakened the public mind to the realities of the situation, namely that T. P. D. that is to say, the commercial life of Singapore, was to be run by an entirely irresponsible body of gentlemen in London, to whom "Singapore" was convertible with share value and dividends and good fat investment. There is no moral wrong in the situation. Like Tokyo,

it has "grown of itself." But the convenience of the old days of control in Singapore has insensibly turned to the inconvenience, even danger, of what is now practically a foreign control in London many thousands miles away. No mind with any pretence to a right comprehension of the problems of administration or of statesmanship, would assent to a divorce of control from responsibility, which should be localised exactly where the operations to be controlled are localised. That a board of highly estimable gentlemen in Fenchurch Street in London should pull all the strings of Singapore shipping, docking, and wharves is about as proper as it would be for the Government of New Zealand to run the affairs of the London County Council. Or to take a more familiar case, it is much on a par with the construction of Singapore railway as run by the Crown Agents. In the above, of course, there is no reference to the topic of compensation on expropriation, which will be settled on proper lines, but merely to the anachronism of a distant irresponsible control of the great vital shipping interests of this port, the very pivot of its existence.—*S. F. Press*.

ORIENTAL CITY SCHEME.

The promoters of the plan for the erection of a model Oriental city on the Southern outskirts of San Francisco as a means of abolishing the present Chinatown report that their scheme is progressing. Their plan contemplates the building of a strictly Oriental city, with all of the best Occidental sanitary improvements and public utilities, such as a modern sewerage system, refuse incinerating plant, electric lighting plant, street railways, theatres, hospitals and schools, on the southern bay shore. It is also intended to provide docking facilities for the largest ocean freight carriers and railroad extensions to permit the most economical handling of freight and passenger traffic. The *S. F. Chronicle* says that the company organized to build up this new Oriental city hopes to make one so attractive that the Chinese will voluntarily migrate there from their present quarters.

The present Chinatown covers sixteen blocks and is owned by 550 different persons. It is at present appraised at \$5,000,000, gold. The owners are making no effort to improve it, drawing the high rents they obtain from the Chinese without attempting to keep the property in repair. The promoters of the Oriental city scheme want to persuade the owners to accept their preferred stock for the property in Chinatown, which they will afterward modernize by widening the thoroughfares, raising all the present buildings, and erecting in their place modern structures which will be an ornament to the city and immensely increase the value of the district.

PHILIPPINE PRODUCTS.

Secretary Taft has addressed a letter to the chairman of Committee of Ways and Means which states the facts which bear on the question of admitting Philippine products freely to our markets. It is clearly that no member of Congress can hereafter vote to do the Philippines injustice in the matter of trade relations unless he does so knowingly and willfully. We have taken from them the Spanish markets which they formerly held by a preferential arrangement and have provided for them no other market. From our own markets, to which they would naturally expect admission, we exclude them, not only by a tariff which, in their undeveloped state, is prohibitory, but have made it absolutely prohibitory by forbidding all commerce with us except in American bottoms, which cannot and will not bring their products at rates which the traffic will bear. We are maintaining order in the islands, partly at their expense and partly at our own, and compelling them to tax themselves for the roads, schools and schoolhouses which they doubtless need, but in the large affairs of oppression is far worse than that of Spain, and if maintained will go down to history as an example of the unblushing hogtiedness of republics.

Incidentally Secretary Taft shows that our sugar interests will not be injured at all by the free admission of Philippine sugar, and maintains that the Philippine cigar tobacco and cigars will not injure any "American" industry. We doubt whether this latter contention can be sustained, although there is no doubt that Philippine tobacco would displace our Cuban domestic tobacco. That, however, need not be considered, for it has no bearing whatever on the subject. When we seized the Philippines we took them, if we are an honest people, for better or worse and are morally bound to take whatever consequences follow. When Congress legislates for the Philippines it is false to all the obligations which should control honest men if it does not legislate with reference to the interests of its Philippine subjects and to those of nobody else. When it has once placed the Philippines on commercial equality with ourselves it may properly consider the general interests of us all, but to exclude them from that equality, and govern them in our own interest, is a recrudescence of medieval barbarity, and as a party measure it is very dangerous.—*S. F. Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 1/10 7/16
Do demand 1/10 1/16
Do 4 months' sight 1/10 1/16
France—Bank T.T. 1/10 1/16
America—Bank T.T. 1/10 1/16
Germany—Bank T.T. 1/10 1/16
India T.T. 1/10 1/16
Do demand 1/10 1/16
Siam—Bank T.T. 1/10 1/16
Japan—Bank T.T. 1/10 1/16
Santo Domingo—Bank T.T. 1/10 1/16
Peru—Bank T.T. 1/10 1/16

Buying.
4 months' sight L/C. 1/10 13/16
6 months' sight L/C. 1/10 15/16
30 days' sight San Francisco & New York 45
4 months' sight do. 45
30 days' sight Sydney and Melbourne 1/11 1/16
4 months' sight France 1/11 1/16
6 months' sight do. 1/11 1/16
3 months' sight Germany 1/11 1/16
3 months' sight Italy 1/11 1/16
3 months' sight Persia (Paper) 1/11 1/16
Bank of England rate 2 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New 1,150
" Old 1,180
" Older 1,275
" Oldest 1,380
Patna New 1,137
Benares New 1,075
Persian (Paper) 780/90

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 25th March, 1905, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 22nd March, to SATURDAY, the 25th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1905. [349]

PHILIPPINE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of Messrs. HOLLIDAY WISE & Co., No. 100, Calle Anloague, Manila, P. I., at 3.30 P.M., on THURSDAY, 23rd March, 1905, for the purpose of presenting the Report and Statement of Accounts to 31st December, 1904.

Shareholders desirous of having a copy of Report and Accounts may obtain same on application to the Secretary, Mr. G. C. MOXON.

BENJAMIN, KELLY & POTTS,
General Managers.
Hongkong, 21st March, 1905. [393]

CAMPBELL, MOORE AND COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 29, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 31st March, both days inclusive.

By Order,
M. A. A. SOUZA,
Secretary.

Hongkong, 15th March, 1905. [373]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 71.

(Removal work at Canton River

Barriers; precautions to be observed by passing vessels.)

REFERRING to Notice to Mariners No. 67, Notice is hereby given that the signals contained therein are annulled and that in future Warning and Danger signals in connection with removal work at the Barriers will be made as follows:—

A RED FLAG hoisted on a junk, steam launch or other craft in the neighbourhood of the Iron and Bridge Barriers, indicates a craft with high explosives on board.

TWO BLACK SPHERES hoisted on a junk in the vicinity of any of the Barriers, indicates that danger would be caused to life and property by the wash of steamers.

This signal will be hoisted when a diver is down, when explosives are laid, or when a junk is so fast to the bottom or to piles, as to render the wash of a steamer dangerous.

Vessels approaching the Barriers should keep a careful look out for this signal, and, if hoisted, slow down at a sufficient distance to prevent her wash reaching the boat at work, and proceed dead slow until well past.

If owing to any reason it is unsafe for a vessel to pass the Iron Barrier, a RED TRIANGULAR SHAPE 6 feet in height will be hoisted on a staff at the Barrier light hut.

A vessel seeing this signal should on no account attempt to pass.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs,
Custom House,
Canton, 15th March, 1905. [385]

Intimations.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,
French Bakers,
Navy Contractors,
and
Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 22nd February, 1905. [31]

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.
"THE CELEBRATED PIG BRAND
STOUT"

is the Finest Bottling of Guinness's Stout.

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

SANDEMAN'S & CO'S

PORTS.

per doz.

quarts.

Sandeman's Invalid Port... \$20.00

Sandeman's Two Crown Port... 21.00

Sandeman's Fruity Old Port... 22.00

Sandeman's Five Diamonds Port... 32.00

Sandeman's Very Crusty Old Port... 42.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 6th December, 1904. [33—s]

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 23, 1905.

AMERICA AND THE JAPANESE.

The order by the Federal Immigration Bureau of the United States, against the granting of naturalisation papers to the Japanese, is one of the most important that has been issued for some time. It practically means that the Japanese are classed with the Chinese in the ostracism which is applied to the yellow race. In face of the position occupied by Japan in the affairs of the world at the present time, when Japan can well prove her claim to hold the status of a first-class power, the order seems to be singularly inopportune. The "yellow peril" idea, however, is ever present to the American mind, and it has always been repulsive to American sentiment that Far Eastern Asiatics should fraternise and compete with the white race. There is in this a trace of the old Southern feeling against the equality of any race with those of the old Saxon seed, as evidenced in the objection to equal privileges being granted to the negro slave of former times; and the more recent clamour against the elevation of negroes to offices under the Government. At the same time, it has to be borne in mind that the United States is not alone in the feeling which would restrict the immigration of the Japanese to their own soil. Australia has vehemently protested that Asiatics generally should be precluded from touching Australian shores, and a law to that effect was set in force some years ago. In Melbourne, an enthusiast, who sees in the admission of Japanese to Australia the reclamation of much waste land, has vainly argued, in and out of season, by means of speeches, pamphlets and imitation medals, that the highly-civilised Japanese, after passing a sort of preliminary examination, should be freely enrolled as citizens of the Federation; but the Fates have been against his fulminations, and his sole laurels are those bestowed upon him by a sympathetic and observant Japanese Ministry. It would seem, indeed, that all the newer countries are up in arms against any possible invasion by the alien coloured race, and the argument in support of that view is, in the first place, that the yellow race generally is accustomed to such a meagre dietary, and subject to such impossible conditions in their own countries, that they are able to exist upon what would be starvation wages for a white man. It is not claimed that they are naturally more thrifty and abstemious under their new conditions than they were when in their own country; they simply live the life in which they have been reared. But, the Aryan race, it is argued, has reached a higher—it may be a faster and, after all, less worthy—plane of existence, and their ideals are vastly different to that of Asiatics generally. Then, again, when there are so many unemployed in the larger centres of the United States, good reason could be shown for excluding those who are likely to cut the ground from under those who are busily engaged in trying to keep their appointments. It is an example of the old Scotch adage proving superior to all diplomatic considerations. America is determined to "keep her ain fish guts for her ain sea maws," and that maxim is applied indiscriminately. The McKinley Tariff Bill was a buffer opposed to all nations, although at the time the British people looked upon it as being peculiarly directed against them. The wisdom of that action, as also the wisdom of the Immigration Bureau's decision, remains to be proved. With their magnificent prospects, America may be in a position to deny the Japanese that promotion to which they have aspired—citizenship in the United States; but with Japan in the forefront of naval powers, and capable of formidable exertions—illimitable because they will be carried through on the basis of national pride and innate patriotism—it is difficult to foresee what the end will be. The result so far of the present war between Japan and Russia has had an immense effect on public opinion in Europe concerning the Japanese, and although that opinion may be merely one of respect rather than of admiration, it still exists as a potent factor in international councils. The Chinese have not had the energy or audacity—if it may so be termed—to claim the right of citizenship; even their ambassadors have been ridiculed, caricatured and flouted in the United States press, so that whatever influence they might have had, has been absolutely lost with the governing departments. But a separate niche has been accorded the Japanese representatives, and, truth to tell, that position has not been gained without industry and a calm persistence which must excite a certain amount of consideration. The curious part of the question is that it should have been left to Texas to contest the right of the Japanese to Federal honours. It may be that other States had allowed the matter to hang in abeyance pending the final upshot of the war now in progress, or that they were not so keenly antagonistic to all

other than those of Aryan stock, or that the ultra-excitability tendencies of Texan blood, as fiery as the musings of that State, saw a possible invasion of a highly-respectable country by Japanese interlopers in the granting of certificates of naturalisation to yellow aliens. Whether the decision of the Federal Immigration Bureau is open to appeal is outside the question. The probability is that no appeal will lie against a Department which is charged with such plenary powers as the Immigration Bureau. Taking for granted that such is the case, there can be no doubt that Canada will follow America's lead, just as Australia had forestalled it, and the Japanese will only have recourse to the old countries, where that antagonism to the yellow race generally has not yet become a factor in practical politics.

LOCAL AND GENERAL.

COLONEL Shiba, of Peking fame, was very slightly wounded at Mukden.

THE French mail of the 21st February was delivered in London on the 22nd inst.

IT is reported from Vladivostok that the three submarines there are quite capable of preventing any attempt of the Japanese fleet to approach the harbour.

MR. Fioravanti, the manufacturer of Egyptian cigarettes bearing his name, has presented 10,000 of his cigarettes, Khedive, gold-tipped, to the Red Cross Society of Japan.

ON Saturday afternoon, the police team will play the R.A.M.C. in the League match on the ground of the Police Recreation Club, at Happy Valley, play commencing at 2.15 p.m.

AT about 9 p.m. yesterday, Chan Chui, a driver of a hired vehicle, was taken ill on the box of his vehicle and before any assistance could reach him he expired. The body was removed to the mortuary to await the usual inquest.

MESSRS. Butterfield and Swire have moored a hulk in the front of their newly acquired property, which is situated on the Bund in the British Settlement at Hankow, making the third hulk they have there. This does not look like a decadence of British trade, observes the Hankow correspondent of the N. C. Daily News.

CATTLE lifting by bands of dacoits is a very common form of crime in Cambodia, according to the Saigon Opinion. The village notables across the Cochinchina boundary do a big business in receiving the stolen cattle. Siam, it is unnecessary to add, has just the same experience, and the repression of such robberies is undoubtedly, and will continue to be, one of the most immediate duties of the administration.

THE Japanese authorities are stated to be making arrangements for the purpose of ordering in England and the United States very large supplies of rails, rolling-stock, and locomotives for the renewal and extension of the various railways in Japan and Korea. Fifteen thousand tons of rails are understood to have been ordered through a Glasgow house the other week, the reason being that practically all the native sources of supply in Japan itself are being drawn upon by the Government for the purpose of furnishing war material.

MARSHAL Oyama reports to headquarters that several foreign attachés of the Russian Army were found on the battlefield by the Japanese during the hurried Russian retreat from Mukden and were taken charge of by the Japanese. The attachés were to leave for Liaoyang the other day and thence be sent on to Kobe, evidently under the care of the Japanese authorities. The Marshal reports the names of the officers as Captain Ayes, British Navy; Surgeon Hobari, U.S. Army; and Captain Judson, U.S. Army, with two servants, a Russian and an Indian.

THE last two performances by the Dallas-Bandmann Company will, we understand, be decided by ballot, for which boxes are already open at the usual booking office. Those wishing to see their favourite piece among the repertoire of this company performed again are invited to call and drop their cards in the boxes announcing which piece they desire played before the Company leaves for Shanghai. The ballot-boxes will be opened on Saturday evening, and the pieces selected by the majority of votes, will be announced in our advertising columns on Monday next.

THE Bangkok butchers went on strike the other day, because they object to the demand of the veterinary surgeon of the Local Sanitary Department, that the animals brought to the abattoirs shall at least be in such reasonably good condition as to be fit for human consumption after slaughter. It appears that for some months past the quality of the cattle brought down from up-country for the Bangkok market has been steadily getting poorer. It is not likely, however, that they will hold out for long, as the business is so profitable that their action cannot but invite others to step into the breach.

THE Russian agents in London, who have been responsible for the chartering of British and other vessels for the transport of contraband of war to the Far East have received instructions from St. Petersburg to desist from further work, at least for the present. The success of their operations during the past few months has, it seems, called forth an expression of appreciation from the Russian authorities, as it appears that, notwithstanding the close blockade maintained by the Japanese, there is evidence to show that no fewer than thirty-two vessels have safely got through to Vladivostok since October 1st of last year.

HONGKONG INVADED.

THE U.S. JACK-TAR ASHORE.

SOME IDIOSYNCRASIES TO BE NOTICED.

Hongkong has been subjected to a peaceful, if not peaceable, invasion. The American fleet has arrived from Manila, and now nothing can be seen on the streets but bluejackets and bluecoats. For some time past, hotel-keepers and bartenders have been saying—"When does the American fleet come here?" Now it has come they find themselves up to the elbows in work. The men of the States have taken possession of the place, metaphorically, by storm. The usually staid Hongkong Hotel, where a giggle is frowned upon, and supercilious decorum reigns supreme, has been converted into a modern Pandemonium. All the regular old stagers, who have nothing to do and wouldn't work if they were offered it, have absconded. The dear old familiar faces are gone—but not beyond recall. That would be a foolish hope, and one that should not be encouraged, to quote a philosophical aphorism.

JACK'S MUSICAL ABILITIES.

Jack ashore, when it means British or American sailors, is pretty much the same. He foregoes—to use a Scotticism—in his favourite haunt, and he must sing; whatever else he does, he will and does sing. It is a curious trait. He would rather lose his tankard than neglect the musical muse. And all the songs are sentimental—drearly, they might be called. Reminiscent of homeland, and the flying embers, when he clustered round his mother's knee—an improbable feat, it is true—and dolent of graveyards and unhappy loves. Hamlet was never such a pessimist as Jack ashore and in the singing mood. Nothing can be too doleful for him, and if the chorus has a melancholy weeping catch in it, so that it can be drawn out with an endless tiredness, or if there is a wail and a sob at the end, so much the better. Wine's popularity of "just break the news to mother."

HILARITY AT A DISCOUNT.

A spasmodic attempt at hilarity is only encouraged because it helps to emphasise the general rule of sentimentality. It is not exactly tabooed, but it has not the popularity of the "good old home again" style of song. In fact, it affords the doleful marines the occasion to have another visit from the man at the bar, and for that reason it is tolerated.

"Funniest Man in the fleet" should be an easy title to obtain, judging from what can be seen by the disinterested observer. All that is necessary, is the ability to sing so quickly that it is impossible to disentangle the words, and end each verse with a flying kick at an imaginary pal. Occasionally Jack loses his senses; the hot fumes of the establishments which he patronises are liable to have such effects—and the results of his temporary aberrations are frequently amusing.

JACK ON THE STUMP.

The man who stood on a stall in Bonham Strand and lectured an audience of Chinese on the evils of a gold standard and the benefits which would accrue from the adoption of Bryan's programme, was an unconscious humorist. It was unfortunate that the Chinaman who owned the stall had been born minus the saving grace of humour, otherwise the American tar might still be holding the stump, and dilating on the absurdities of the Republican platform. As it turned out, Jack was ignominiously shuffled off the stand, and, quite content with his efforts, and at peace with the whole world, settled himself to sleep in the capacious couch offered by a muddy gutter. When he awoke, it must have been past closing hours, so that we may presume it was a saddened and wiser Jack who wended his way back to ship—that is to say, if he got there at all.

A DANCING TART.

In Wyndham Street, last night, a disturbance arose, simply because an American tar insisted upon his right as a citizen of that great, free, and enlightened country, the United States, to do a sand-dance when and where he pleased. All the Chinese coolies, rickshamen, chair-carriers, mafios and street-delinquents stopped to see him. But the policemen—that is to say, the Chinese policemen—have no eye for the aesthetic. They simply told the dancing marionette—he was not more than five feet in his socks—to "move along." As they spoke in Chinese, the U.S. Jack-tar naturally came to the conclusion that they were applauding his efforts, so that he redoubled his efforts and did a remarkably quick-time con dance. He ordered the policemen to keep the crowd clear of him so that he might see his own twinkling feet. The policemen, having watched the man-of-war's-man for some minutes, and witnessed his fall in the street, on three separate occasions, with a stolid, tired eye, determined to arrest him. They did so, but they had caught a Tartar—or rather a Jap. They failed to hold him, and Jack changed his venue. His calesthenics were ably depicted in Queen's Road, where he did every sort of dance from a double-shuffle to a back-hander.

THE DIGNIFIED MARINE.

The American marine is also worth noticing. He is generally a bit of a dandy in his own way, and insists on sporting a spotlessly white shirt, which he displays by throwing open his tunic and constituting himself a sort of advertisement for the general outfit. Moreover, he holds himself with a dignity and a plumb which are not characteristic of his brother the Jack-tar. Kipling's line about "he aint no blooming crysanthemum" would scarcely apply to the American marine; he is too obviously garished and decorated for that. At the same time he is probably as good a party as the handy-man. But where the Jack drinks beer, the marine must have whisky—and-and, and he is seldom to be seen in other than the most select places.

YANKEE COOLIES.

The conclusion of it is that the U.S. fleet has accomplished the invasion of Hongkong. The very coolies are shouting "Cha"—their abbreviation of "ricksha"—with an American wangle; and all the pretty Britishers are hardly to be understood by the stray Britisher on account of their determined efforts to be Yankee, in speech and deportment.

THE BANKRUPTCY COURT.

The Chief Justice (Mr. Henry S. Berkeley) presided at a sitting of the Bankruptcy Court this morning.

A QUESTION OF PARTNERS.

Kam Tak Tai ex parte the Sze Loo G, was an action by the creditors against the debtors, a firm of several partners, the two managing partners of which had absconded. The Official Receiver, after a receiving order had been made by Mr. F. B. L. Bowley, on behalf of certain creditors, desired to publicly examine Chan Chung Man, one of the alleged partners.

Mr. G. K. Hall Brutton appeared on behalf of Chan Chung Man, and denied that his client was a partner. He had filed a summons asking that the issue as to whether his client was a partner or not be tried.

The Chief Justice—I cannot try that issue to-day; we are here to hold a public examination.—Who is the debtor?

The Official Receiver.—The declaration filed states that certain persons are partners and one of them is Chan Chung Man. If your Lordship will have him put in the witness box I will ask him a few questions.

The Chief Justice.—I cannot force him to go into the witness box. (To Mr. Brutton)—Do you wish him examined?

Mr. Brutton.—No. He is not a partner.

The Chief Justice pointed out that he had no power to order Chan Chung Man into the box.

The proper procedure for the creditors was to seize the property of the firm and dispose of it. If Chan Chung Man was not a partner then he could do nothing.

Mr. Bowley made an application to the effect that the declaration filed with regard to certain alleged partners be withdrawn, which application his Lordship granted.

Mr. Brutton then asked leave to withdraw his summons, which was also granted, and the case was closed.

TROUBLES OF A LAWYER'S CLERK.

The public examination of Hoji Yacobi, a clerk in the employ of Messrs. Wilkinson and Grist, was then proceeded with. Yacobi stated that he owed Messrs. Wilkinson and Grist \$5,100, which money he had borrowed to pay off loans contracted. Between 1901 and 1904 he borrowed \$2,000 in order to carry out some private business; and also borrowed several hundreds from Indians. Bankrupt was unmarried and lived in Lascar Road. The fire which occurred there about two years ago destroyed his furniture, which was uninsured. He had paid interest on the borrowed money from six to ten per cent. per month—72 to 120 per cent. per annum. His monthly wages were \$80 and his expenses, including interest, were \$200 per month. Yacobi declared that he supported his aunt, nieces and nephews—ten people—and submitted a proposition to pay his creditors 50 per cent., at the rate of \$40 per month out of his salary.

The Official Receiver.—Can you live on \$40? Bankrupt.—Yes; I think so. I will endeavour to do so.

The public examination was then closed.

THE BANKRUPTCY LAWS.

Mr. O. D. Thompson appeared upon behalf of two managing partners in the Wing On bank and applied for a receiving order against them. He pointed out that the petition was signed by the only two managing partners here, whereas Sir William Goodman had ruled that a number of partners in a firm could not apply for a receiving order without the consent of all the partners was in force here. That rule was not included in the Hongkong ordinances and there was nothing to require that being fulfilled. In many cases where Chinese firms were concerned it was hardly possible to secure the consent of all the partners in the limited time at their disposal. After argument, his Lordship decided to adhere to Sir William Goodman's ruling.

Mr. Thomson then applied for an adjournment and asked for an order staying any proceedings against the debtors.

The Chief Justice declined to grant an order as asked, remarking that if any creditor cared to bring an action he could do so.

The liabilities of the debtors were \$90,000 odd and their assets \$16,000 odd.

The Court adjourned.

IN 1871 the first Japanese stamps were issued by the Government of Tokio. Our friends and allies were behind us in this respect by some sixteen years, for the first issue of Ceylon was in 1855. Two years later, that is in 1873, the private posts were abolished, and the conveyance of letters was declared to be a state monopoly, and a uniform rate of postage was introduced, with arrangements for the conveyance of printed matter, samples, registered letters and letters containing specie. In 1875 Post Office Savings Banks were started and the Money Order system was introduced. The same year saw the birth of the International Postal Union. The following year Japan announced that it wished to be represented at the next Postal Congress in Paris. With the development of the postal system the foreign post offices in the country had to be closed; so that the British offices were closed in 1879, and the French in the following year. The parcel post was founded only in 1892, but has grown steadily, keeping pace with the development of the railway system. In spite of a large annual outlay in the extension of the telephone service the receipts have invariably exceeded the expenditure. In fact, the country now derives a handsome revenue from the department.

SHIPPING AND MAILS.

MAILS DUE.

English (Sunda) 24th inst, 6 a.m.
American (Coptic) 26th inst.
Indian (Gregory Abbas) 27th inst.
German (Prinz Regent Luitpold) 28th inst.
Canadian (Tartar) 29th inst.
German (Prinz Bittel Friedrich) 29th inst.
Canadian (Empress of India) 10th prox.

TELEGRAM.

THE WAR.

RUSSIANS RETREAT IN DISORDER.

ALONG THE RAILWAY.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegram:—

Tokio, 23rd March, 11.50 a.m.

Our detachment, following up the enemy on 21st inst., entered Chantu, twenty miles north of Kaiyuan.

Large bodies of the enemy are retreating in disorder in a north easterly direction along the railway.

SHIPPING JETSAM.

CANTON RIVER SHIPPING.

According to a report in a northern contemporary, H.E. Chang Chong Hsin is establishing a steam navigation company at Whampoa, and has obtained a large capital in joint stock.

The Shanghai Times states that the British s.s. *Saxon Prince*, which was believed to have been carrying contraband to Vladivostok and seized by the Japanese fast cruisers in December near Hokkaido, was released by the Prize Court with all her cargo on 16th inst.

An official notification has been issued to all shippers in Japan by the Japanese Government, says the Shanghai Times, stating that Gensan is now a port open to commercial enterprise and is freed from all dangers to navigation. Vessels of all nationalities are entitled to enter and discharge cargoes on an equal footing with Japanese.

Before Mr. Hazeland at the Magistracy this afternoon, Messrs. Punched 1 o'clock and Company were called upon to answer to a charge of using cargo-boats in the harbour without licenses. Mr. Wilkinson, of Messrs. Wilkinson and Grist, appeared for the defendants, and Mr. Basil Taylor, assistant Harbour Master, watched the case for the harbour authorities.—The argument for the defence was that the boats were practically Admiralty boats, and therefore exempt from the necessity of being licensed.—His Worship adjourned the case sine die to consider the matter.

THE "BARON GORDON" WRECK.

We are glad to be able to say that private enterprise is not lacking in the endeavour to make another attempt at salvaging the stranded collier *Baron Gordon*, on the Bombay Reef. The party, who are at present working at completing the necessary preliminary negotiations, have already visited the scene of their prospective venture, and an expert, who has only just returned from the "Paracels," gives it as his opinion that, all other statements notwithstanding, he is hopeful of success if only ways and means were provided to the end he has in view.

Captain Godfrey McTaggart Simmons, of the s.s. *Zaida*, charged two Chinese passengers booked on his vessel from Singapore to Amoy, before Mr. Hazeland, at the Magistracy this morning, the first with stealing a small box containing a South African war medal, with ribbon and bar, a set of gold studs and some cards, out of his cabin on the 21st inst, and the second with receiving the same, and also with stealing one ship's towel. It appears that while the captain was in the saloon on the day in question, the first defendant went into his room and removed the box from a drawer, and handed it over to the second for safe-keeping. On arriving here they went to a certain house and the first defendant offered a woman the bar and ribbon, and sent her out to pawn the other articles. These he brought back, as the pawnbroker refused to advance any money on them. She stated that the man did not give her the bar or medal, but simply threw the former aside telling her she could have it. His Worship said he did not believe a word of what she said, and after severely reprimanding her, warned her to be more careful in future about dealing with such articles. He then sentenced the first defendant to three months' hard labour, and the second to two months' hard labour.

THE Y.M.C.A.

NEW SECRETARY WELCOMED.

At a reception held in the rooms of the European branch of the Y.M.C.A. last night, a cordial welcome was given to Mr. J. L. McPherson, who arrived by the *Empress of China* to take up the duties of secretary of the local branch. He had been transferred from a similar position in Ontario, where he was connected with the branch of the Association there for many years, taking a very active part in its work, and being, in great measure, responsible for the satisfactory position in which it now stands. Mr. McPherson graduated at Toronto University, and spent his life in Canada in close connection with the Association. A short address of welcome was made by the Hon. Mr. F. H. May, C.M.G., President of the local branch, in the course of which reference was made to the new secretary's previous work in connection with the Y.M.C.A. Mr. D. W. Ward-Lyon, general secretary for the Association in China, also addressed a few welcoming and eulogistic words to the new comer. The evening was spent in music and song, Mrs. Craddock, and Messrs. Danenberg and Terrill being amongst those who contributed to the entertainment, and a very enjoyable time resulted. The acting general secretary for Hongkong, Mr. W. Southam, owing to the serious illness of Mrs. Southam, being obliged to proceed home on leave, the post has been filled, *pro tem*, by the appointment of Mr. Rutledge, well-known in Y.M.C.A. circles.

TELEGRAMS.

[Reuter's.]

Terrific Storms in Europe.

QUEEN AGAIN STORM-BOUND.

LONDON, 21st March.
Queen Alexandra is storm-bound at Vigo. A terrific tempest is ravaging the Spanish and Portuguese coasts.

Kuropatkin Prefers Manchuria.

It is understood at St. Petersburg that General Kuropatkin preferred to remain in Manchuria, but that he has accepted the command of the First Army Corps in Russia.

The Russian Mobilization.

It is believed that the Russian preparations and renewed mobilization are largely undertaken for the purpose of strengthening the position in the event of peace negotiations being opened.

Linievitch's Despatches.

The place of origin of General Linievitch's despatches is not disclosed, but it is believed to be Sangari, where forces from Russia will be now reaching him.

The Contemplated New Loan for Japan.

Later.

Mr. Takahashi, vice-president of the Bank of Japan, who has arrived in London, states that a new Japanese loan is contemplated, and that it will probably be issued in England and America; but he has reason to believe that German, Dutch, Swiss, and Belgian banks are all anxious to secure a portion. Nothing, however, is yet settled.

Somaliland: Peace Concluded.

General Swayne, Commissioner and Consul-General for the Somaliland Protectorate, telegraphs that the "Mad" Mullah has sent a deputation to Berbera, and that peace has been concluded.

THE WAR.

The Opinion of the Press in France.

Tokio, 17th March.

Japan's decisive victory at Mukden has completely changed the tone of the French Press which now unanimously advocates peace. Not to speak of the pro-Japanese papers or socialist papers, which, affirming Russia's total defeat, insist with increased energy upon immediate peace, such serious papers as the *Temps*, the *Matin*, and even such most pro-Russian papers as the *Echo de Paris* and the *Gaulois* all express the opinion that as there remains no hope of victory for Russia in the near future, it would be better for her to conclude peace upon reasonable terms. There is serious anxiety among capitalists concerning the future prospects of Russia. The *Matin*, which after the battle of Liaoyang loudly declared that Japan could henceforth entertain no more hope of success, writes on the 15th inst., that: "The fate of war has now decided that the Japanese are masters over both sea and land. Russia can no longer fight for victory in the present war. Japan is assured of gathering all the fruits of victory; a new nation of the first order has arisen in the Far East; she has earned a place among the most civilized nations, and already equals the most powerful States. It is the time for her to show magnanimity by facilitating the conclusion of peace on acceptable terms excluding any claim of indemnity, or any moral abasement of Russia." All the news from St. Petersburg published in France tends to show a determination in Russia to continue the war with fresh energy.

Osaka, 17th March.

A London telegram received here to-day says that a thoughtful article in one of the papers has been welcomed by the public in Paris. It considers that the postponement of the Russian loan is the best available means of ending this hopeless war. It points out the difficulties Russia would experience in paying off her present debt of £360,000,000 to France, and suggests that the French Government should use its influence for the restoration of peace, which is most necessary at the present moment. It concludes by saying that no further Russian loan should be subscribed in Paris until the Tsar promulgates a constitution for Russia.

The Route of the Russian Army.

THE RETREAT FROM MOSCOW OVER AGAIN.

Tokio, 17th March.

The papers here admit that the successes achieved in Manchuria are beyond expectation. They predict that the Russians will be isolated, thanks to the occupation of Tieling, combined with the march of the Japanese along the Kirin Road.

They declare that the occupation of Tieling allows the Russians no respite, and they paint a vivid picture of the despairing remnant of the Russians fleeing towards the interminable desolate plains towards Harbin, in worse condition than even Napoleon's host on the retreat from Moscow.

Altogether this new march from Moscow bids fair to be as memorable as that whereto Russia doomed Napoleon.

The Destruction of the Russian Supplies.

Osaka, 19th March.

A Vienna telegram received here to-day says that there has been a great diminution in the Russian stores of provisions and fodder since the battle of Liaoyang; not only had those been collected as far as possible in the Far East, but no new supply has been received from Russia since last winter.

While General Kuropatkin was already urgently demanding supplies, representing that he could not otherwise continue to hold out,

he has lost in the late battle his vast stores at Mukden and Tieling.

The Russian army is now, therefore, in the most distressed and desperate condition, as far as provisions and fodder are concerned, and the deepest anxiety prevails in military circles at St. Petersburg.

Strategic Error.

London, 18th March.

The war correspondent of the *Nova Zemlya* states that the Japanese army, through failing in their attempt to cut the railway in the vicinity of Tieling on the 8th inst., missed the chance of capturing an enormous quantity of booty. He considers that the Fushun collieries were the key to the Russian position and that their falling into the hands of the Japanese at an early stage of the Mukden battle was the cause of the disaster. The capture of this position was one of the severest blows struck by the Japanese in the present war and was a blow which will have far-reaching results. General Kuropatkin utterly failed to grasp the importance of their position. It was only lightly defended up to nearly the last and then only was an attempt made to mass guns.

SHANGHAI & HONGKONG WHARF CO., LTD.

The report of the directors for the year ended 31st December, 1904, to be submitted to the annual general meeting, to be held at the office of the general agents on the 29th inst., reads:—

The directors beg to submit to the shareholders the statement of accounts for 1904. During the year 6 per cent debentures to the extent of only Tael 7,200 have been issued, the Company's total liability for debentures, at 31st December, 1904, standing at Tael 517,900. Of the 12,000 new shares authorized by the special meeting on 25th April last 11,848 have been taken up.

After payment of an interim dividend of Tael 4 per share on 23rd August last, the balance at credit of Profit & Loss Account amounts to Tael 192,255.92, out of which it is proposed to pay a final dividend of Tael 5 per share on 20,000 old shares, and Tael 3 per share on the 11,848 new shares ranking for dividend from 1st October last, thus absorbing Tael 155,544; to place Tael 24,000 to credit of Repairs Account, and to carry forward Tael 10,711.92.

A substantial reduction having been made in the overhead of the Company there will be a considerable saving in interest during the coming year's working.

The directors are giving their immediate attention to the matter of providing increased warehouse room at the wharves.

Sir Charles J. Dudgeon and Mr. J. L. Scott resigned from the Board of Directors on leaving Shanghai, and their seats have been filled by the appointment of Mr. W. D. Little and Mr. E. C. Pearce. The present directors offer themselves for re-election.

Mr. H. A. J. Macray has consented to act and has been appointed as one of the trustees for the debenture holders in place of Mr. W. D. Little.

The accounts have been audited by Mr. W. H. Anderson, acting for Mr. G. R. Wingrove, absent on leave, and Mr. H. W. G. Hayter, appointed in place of Mr. C. W. Wrightson, resigned. Mr. H. W. G. Hayter and Mr. G. R. Wingrove offer themselves for re-election as auditors.

Shanghai, 13th March, 1905.

PROFIT AND LOSS ACCOUNT

For the year ending 31st December, 1904.

To Interest on debentures	Tls. 32,522.55
" Interest on shares	68,244.90
" Interim dividend paid on 23rd Aug. 1904, on 20,000 shares at Tls. 4 per share	88,000.00
" Fees to trustees for debenture holders	300.00
" Advertising and legal expenses, &c., in connection with issue of new shares	776.69
" Balance	Tls. 192,255.92
	Tls. 372,100.06

By Balance

January 1st, 1905.

By Balance Tls. 162,895.07

Less—

Transferred to repairs account ... 20,000.00

Final dividend for 1904 ... 140,000.00

December 31st, 1904.

" Balance of working account for 1904 ... 348,770.29

" Transfer fees ... 434.70

Tls. 372,100.06

BALANCE SHEET.

31st December, 1904.

Liabilities.

Capital ... Tls. 3,184,800.00

Reserves ... 543,900.00

Building reserve ... 487,210.88

Repairs account ... 35,880.03

Jardine, Matheson & Co. ... 182,870.75

Suspense account ... 8,621.08

Accounts payable ... 36,519.82

Profit and loss account ... 192,255.92

Tls. 4,670,058.38

Assets.

Property account ... Tls. 4,522,108.57

Accounts receivable ... 144,550.81

Cost of 60 shares in Shanghai Mutual Telephone Co., Ltd. ... 3,300.00

Tls. 4,670,058.38

Shanghai, 31st December, 1904.

THE VLADIVOSTOK FLEET.

STILL A POWERFUL NAVAL FORCE.

News has been received in Tokio to the effect that the cruiser *Rosita* and *Gromovi* are now in a fit condition both for navigation and fighting. The repairs of the *Dogayr* appear also to have been completed. There are over 25 torpedo-boats at Vladivostok. The number includes those brought out in parts by sea or rail. How many submarine boats there are is uncertain, but it is believed there are more than five.

It is perhaps a fortunate thing for this remnant of the Russian fleet that Vladivostok has been frozen for the winter. The Russians have still a powerful naval force, which under a daring and otherwise capable commander might be of immense benefit in the defence of Vladivostok.—*Japan Chronicle*.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

MEETING OF SHAREHOLDERS.

The twenty-seventh annual general meeting of this Company was held at the offices of the General Managers, Messrs. Jardine, Matheson and Company, at noon to-day. The Hon. Mr. W. J. Gresson presided, and there were also present Sir Paul Chater, C.M.G., Messrs. E. Shellim, A. G. Wood, A. J. Raymond, H. N. Mody, W. H. Gaskell, A. G. Stokes, J. R. Michael, P. Potts, Ho Fook, W. A. Cruickshank, A. Roder E. Hinds, E. S. Joseph, F. Smyth, M. S. Northcote, G. T. Veitch, A. Turner, T. S. Forrest, S. J. Michael, and others.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, in accordance with local custom I propose to take the report and accounts as read. In the year 1904 there was a remarkable advance in the price of sugar all over the world. This rise may be attributed principally to three causes:—(1) the gradual working down of the enormous stocks which had accumulated in consequence of the over-production in the years immediately preceding the date of the Brussels Convention; (2) the discovery that, in consequence of the unfavourable weather in Europe, it was necessary to materially reduce the estimate of the growing beet crop; and (3) the knowledge that the world's consumption of sugar was fast overtaking supplies in hand and visible in the near future. Under these circumstances prices in our consuming markets continued to advance, and we were able to obtain a very satisfactory margin of profit on the refining of our stock of raw sugar, which had for the most part been acquired while prices were comparatively low. Another noteworthy feature of our business during the period under review was the demand for refined sugar in China, our natural and best outlet, and I am pleased to say that consumption there showed a considerable increase over that of any previous year. Turning to the accounts, and the appropriation of profit recommended, you will notice that we propose writing \$50,000 off the Swatow property, which I regret to say seems likely to remain unremunerative for an indefinite period, and to put aside \$450,000 to form an equalization of dividend fund. Bearing in mind the reverses suffered only two years ago, when nearly a third of our capital was for the time being lost, I am sure, meet with your hearty approval. The experience of recent years also points to the expediency of forming a repairs and renewals account. It is obvious that machinery and plant depreciated with use, and that renewals are constantly being required, to meet which, in bad times, there is often no money available, and it is therefore highly desirable that a fund should be created to provide for the outlay on plant, which must from time to time be necessary, and to enable us to acquire any of the new improvements in machinery which are frequently being brought under our notice. For this purpose we propose to appropriate \$150,000. I have pleasure in testifying to the zeal and diligence displayed by the Company's staff and as a mark of appreciation you will doubtless confirm the bonus which it is recommended be granted to the European employees. Having materially strengthened the position of the Company, we are also happily able to recommend the payment of a final dividend of \$15 per share, making a total of \$20 per share for the year, and carry forward to next account \$12,817.75, and this, gentlemen, I hope you will consider satisfactory. If no further information be desired I beg to propose the adoption of the report and accounts.

There being no questions, the Chairman moved the adoption of the report and accounts.

Mr. H. N. Mody seconded, and the resolution was unanimously carried.

Mr. A. G. Stokes proposed the re-election of Sir Paul Chater, C.M.G., and Messrs. A. G. Wood, E. Shellim, and A. J. Raymond as Consulting Committee.

Mr. J. R. Michael seconded, and the motion was agreed to.

Mr. Northcote proposed the re-election of Messrs. Thomas Arnold and W. H. Potts as auditors for the ensuing year.

Mr. P. Potts seconded, and the resolution was unanimously adopted.

The Chairman thanked the shareholders for their attendance, and said dividend warrants would be ready to-morrow.

LUZON SUGAR REFINING COMPANY, LIMITED.

ANNUAL MEETING.

The twenty-third annual general meeting of this Company was held at the offices of the General Managers, Messrs. Jardine, Matheson and Co., this afternoon, Hon. Mr. W. J. Gresson presiding. There were also present Messrs. H. P. White, A. G. Wood, J. R. Michael, W. A. Cruickshank, J. C. Peter, E. J. Moses, W. H. Gaskell, P. Tester, H. N. Mody, A. Rumjahn, and others.

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen, you will doubtless consent in the usual course, to take the report and accounts presented to you as read. I regret that for the fourth year in succession, for reasons well known to you, the refinery at Malabon perforce remained closed and that the accounts merely show an increase in the sum at debit, equal to the amount necessarily expended on the care of machinery, interest, insurance premia, &c. As mentioned in the report, the prospects of obtaining some outlet for our sugar in the Philippines improved at the end of last year, demand for local consumption appearing to be on the increase, and after careful consideration it was decided to resume work at Malabon as soon as the refinery could be put in order, and a supply of raw sugar obtained. The latest advices from the Manila agents indicate that it is expected work will commence at the end of the present month, and I trust the result will be favourable, and that a sufficiently profitable market will be found for our sugar to enable us to continue

steady work. I would impress upon you that the present start is more or less of an experimental nature, and that the future is by no means assured. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions which shareholders may wish to ask.

There being no questions, the Chairman moved the adoption of the report and accounts.

Mr. H. N. Mody seconded, and the resolution was carried unanimously.

Messrs. A. G. Wood and H. P. White were re-elected to the Consulting Committee on the proposition of Mr. Peter seconded by Mr. Moses.

Mr. T. Arnold was unanimously re-elected auditor, on the proposal of Mr. W. H. Gaskell seconded by Mr. Tester.

This concluded the business.

TARS IN TROUBLE.

There were lively times along the Praya yesterday, owing to the presence of United States warships in these waters, and the shore leave granted their crews, who literally took charge of certain portions of the town and started out to have a good time. They evidently had it; but they had to pay dearly for it, as this morning Inspector Gauld charged five of the blue-jackets with drunkenness and disorderly conduct and interfering with the police in the execution of their duty. The first defendant saw a Chinaman strolling down Ship Street and went up and hit him in the eye, and was afterwards astonished to learn that his victim was a "plain clothes" man.

Before Mr. Hazeland this morning he said he did not know he was "up agin the police" when he started his "fun." "S'ry," said His Worship, and "Jack" looked astounded, but consoled himself with the thought that that was only \$8.50 gold and he would "get some change out of a \$10 gold bill." The second man was fined \$13, his offence being drunk and disorderly and damaging a lagoon's property. The third was fined \$7 for disorderly conduct, and obstructing the police, while the fourth and fifth, together with a gunner from the R. G. A. who had joined the "Jacks" in their outing, were fined \$10 each for similar offences. Another batch await, in the lock up, an appearance before His Worship for assaulting a Sikh watchman, on the Yaumatei ferry, from which it is alleged they tried to throw him into the water, while one man, so far undiscovered, hit the Sikh over the head with one of the launch's buckets, laying his cheek open and nearly gouging out his eye. Some of the other members of the party tried to prevent this disturbance, and it is stated that, in the confusion they were arrested too, as being disorderly, while some of those, the actual ringleaders in the whole trouble, are understood to have escaped and got away safely on board of the warships. A "tar" from one ship was picked up outside No. 2 Police Station in such a condition of extreme intoxication that the inspector in charge considered his removal to hospital imperatively necessary, and he was at once taken to the Government Civil Hospital, and detained for treatment.

COMMERCIAL.

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 16th inst.:

The welcome announcement that the Shanghai and Hongkong Wharf Co. would pay a dividend of Tls. 6 on 'old' and Tls. 1 on new put new life into our sluggish market, and the stock promptly rose Tls. 12½ in value for old shares plus the new issue. At the close the tone is firm. Farnham, Boyds improved a few points, but are lagging again. Indo-Chinas also advanced and are steady at quotation. Langkats fell to Tls. 25½ for the settlement, but a firmer feeling yesterday carried the quotation back to Tls. 26½. Cottons have been also in demand, and higher rates from those current last week are obtainable. In other stocks there is little of importance to report upon. London sight rate is quoted to-day 2s. 7d. 5/6.

Wharves.—Shanghai and Hongkong Wharf shares fell to Tls. 170 p.n.i. during the week, but rapidly recovered when the notice appeared stating that the Company would pay a dividend of Tls. 6 on 'old' and Tls. 1 on new shares. Opening at Tls. 175 the quotation fell to Tls. 172½, 170, but yesterday quickly advanced to Tls. 175, 177½, 180, 182½. For 'old' shares Tls. 15½ was paid and for 'new' Tls. 1.8½. Previous to the rise June shares changed hands at Tls. 15½ for new and Tls. 182½ p.n.i.; but since the publication of the dividend sales were made at Tls. 185 for May and Tls. 190 for June. The tone is strong.

Shipping.—Business in Indo-Chinas has been published at Tls. 87½ 87, Tls. 87.88 and Tls. 88½ for the approaching account. June shares have changed hand at Tls. 90 and July at Tls. 90.90½. Shares are wanted. Macao Steamboats are offering at \$26½. The accounts of the Shanghai Tug and Lighter Co. for 1904 show a credit of Tls. 193,761.28, and after deducting the interim dividends paid last August of 4 per cent on ordinary and 3½ per cent on preference shares (amounting in all to Tls. 57,500) the balance is distributed by paying a final dividend of 5 per cent on 'old' and 3½ per cent on 'pref.' Tls. 25,000 is placed to credit of Insurance Fund, and the remainder Tls. 43,762.28 is carried forward. 'Ord' shares have been sold at Tls. 53 and 'pref.' at Tls. 49.

Docks.—Farnham, Boyds have changed hands for the settlement at Tls. 142, 141, Tls. 143½, 142½, Tls. 146, 145, and are easy at the close. For cash shares Tls. 144 was paid. For April Tls. 144 and Tls. 145 have been done. June at Tls. 149, Tls. 150, 151½ and Tls. 149. July at Tls. 153 and Tls. 153. 152.

Lands.—Shanghai have been sold at Tls. 114. There are sellers of Hongkongs.

Cottons.—Have improved. Ewos have been dealt in at Tls. 20, 'Internationals' at Tls. 25½ and Laou-Kung-Mows at Tls. 30. Shares are in demand.

Mining.—Chinese Engineering and Mining shares have been sold at Tls. 7½. Raubs are steady at \$4. Wei-hai-wei Golds have been bought at \$8 and are wanted.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 24th March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE, Comprising:—

TEAKWOOD OVERMANTELS with BEVELLED GLASS, SIDEBOARDS, CHANDELIERS, GLASS AND CROCKERY WARE, CHINESE INCENSE BURNERS, WALL HANGINGS, ELECTRIC FANS, ICE CHEST, PICTURES, DECORATED TIN BOXES, &c., &c., &c.

2 BICYCLES, 2 IRON SAFES, 1 HAND SEWING MACHINE, 1 PIANO, 3 SEXTANTS, &c., &c.

One American CONCERT PHONOGRAPH with a large number of Records.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd March, 1905. [396]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by

PUBLIC AUCTION,

ON

SATURDAY,

the 25th March, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A GREAT ASSORTMENT OF GOLD AND DIAMOND JEWELLERY,

Comprising:—

DIAMOND BROOCHES, DIAMOND CRESCENT BROOCH, DIAMOND AND SAPPHIRE RINGS, EMERALD RINGS, GOLD WATCHES, GOLD BRACELETS, EARRINGS, OVAL RINGS, GOLD AND SILVER BUCKLES AND PURSES, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd March, 1905. [397]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver in Bankruptcy, to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 27th March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

45 Cases HENNESSY'S COGNAC (1, 2 and 3 Stars); 17 Cases Robert Crawford & Co.'s OLD SCOTCH WHISKY; 11 Cases HOCK; 15 Cases CLUBS and CABINET WHISKY; 4 Cases BIRD & Son's GIN; 19 Cases CHERRY CORDIAL, &c., &c., &c.

A few Cases of TINNED PROVISIONS.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd March, 1905. [398]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

ON

TUESDAY,

the 28th March, 1905, at 11 A.M., at Sam Yick Coal Storage Yard, Mongkok,

2,900 Tons of GOOD LUMP MOIL COAL, (in Good Order and Condition), in Lots of 100 Tons each.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd March, 1905. [399]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. G. S. WEBB, to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 29th March, 1905, at 2 P.M., within her residence, "Killarney," Wanchai Road, THE WHOLE OF HER

VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED, Comprising:—

TEAKWOOD WARDROBES with

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT,
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KAISOW"	23rd March.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	27th March.
GLASGOW AND LIVERPOOL	"JASON"	1st April.
GLASGOW AND LIVERPOOL	"LAERTES"	8th April.
GLASGOW AND LIVERPOOL	"DARDANUS"	15th April.
GLASGOW AND LIVERPOOL	"CHINGWO"	17th April.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	21st April.
GLASGOW AND LIVERPOOL	"DIOMED"	25th April.
GLASGOW AND LIVERPOOL	"CALCHAS"	29th April.
GLASGOW AND LIVERPOOL	"DEUCALION"	6th May.

S.S. "Kaisow" left Singapore at 5 p.m. on the 17th inst. and may be expected to arrive here about the 23rd.
S.S. "Agamemnon" left Singapore at daylight yesterday, and is expected to arrive here on the 27th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"PINGSUEY"	23rd May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	28th March.
SHANGHAI	"WUJONG"	28th "
SHANGHAI	"MINGPO"	28th "
SWATOW, CHEFOO and TIENSIN	"KANSU"	28th "
CEBU and ILOILO	"SUNGKIANG"	30th "
MANILA, PORT DARWIN, THURE, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"OHINGTU"	10th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Noley	MANILA VIA AMOY	FRIDAY, 24th March, at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 1st April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
-----------	------	---------	-----	---------------

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer	April 20th, "
"ARABIA"	4,481	Bahle	May 11th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSHI TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

[66]

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" ... 1,309 ... J. P. MARTIN.
"KWONG TUNG" ... 1,338 ... H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey ... \$4
Meals ... \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 1.30 P.M. and on Sundays at 6.30 P.M.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 10 cents.TIPPIN and DINNER can be supplied either
on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity,
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SAINT FILLANS" ... 24th March, 1905.

"LOWTHER CASTLE" ... 18th April, "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 16th March, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE"

will be despatched for the above Ports, on

MONDAY, the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 14th March, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 8th April,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 17th March, 1905.

[379]

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"Captain G. S. Weigall, will be despatched as
above, TO-MORROW, the 24th inst., at 4 P.M.This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd March, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as
above, on TUESDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 21st March, 1905.

"SEIBEL" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

C. H. Burch, Commander, will be despatched for
the above Ports, on WEDNESDAY, the 29th
instant, at 4 P.M.This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 23rd March, 1905.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S.
"Deuro and Simi," and from Havre, ex S.S.
"Douro," in connection with above Steamers, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 3 P.M., TO-PAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
MONDAY, the 27th March, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 27th March, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 27th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,

Acting Agent.

Hongkong, 20th March, 1905.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Maden, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th March, 1905.

NOTICE TO CONSIGNEES.

THE H. A. S. N. Co.'s Steamer

"CEYLON,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M., TO-MORROW.Goods not cleared by the 23rd instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 16th March, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENVENUE,"

FROM LONDON VIA SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 27th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
April, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 20th March, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. on SATURDAY, the 18th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 17th March, 1905.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
TO SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S.S. CO., BOSTON
STEAMSHIP and TOWBOAT CO., OCEAN
S.S. CO. and CHINA MUTUAL S.S. CO.For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.B. MORI,
Acting Manager.

Hongkong, 24th January, 1905.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published by despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community.
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work or
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road

H. K. 2005

Shipping.

ARRIVALS.

Nanshan, Am. s.s., 1,312, Pridmore, 22nd Mar.,
—Manila 18th Mar., Coal—Order.
Fribol, Nor. s.s., 897, H. A. Haraldsen, 22nd
Mar.,—Tamsui 19th Mar., Amoy and
Swatow 21st Mar.,—O. S. K.
S. P. Hitchcock, Am. ship, 2,086, E. V. Gates,
22nd Mar.,—from New York, Oil and Wax.
—S. O. Co.
Halmun, Br. s.s., 636, A. J. Robson, 23rd Mar.,
—Swatow 22nd Mar., Gen.—D. L. & Co.
Mathilde, Ger. s.s., 678, H. Lorenzen, 23rd
Mar.,—Haiphong 19th Mar., and Hoihow
21st Mar.,—J. & Co.
Lydia, Ger. s.s., 1,771, J. Ernst, 23rd Mar.,
—Canton 22nd Mar., Gen.—S. & Co.
Malta, Br. s.s., 3,900, R. A. Peters, 23rd Mar.,
—Shanghai 21st Mar., Mails and Gen.—
P. & O. S. N. Co.
Glenfalloch, Br. s.s., 1,434, R. S. Pentney, 23rd
Mar.,—Penang and Singapore 17th Mar.,
Gen.—Chinese.
Woomung, Br. s.s., 1,109, Dawson, 23rd Mar.,
—Shanghai 19th Mar., and Swatow 22nd,
Gen.—B. & S.

Clearances at the Harbour Office.

Emma Layken, for Amoy.
Itha Verde, for Macao.
Paul Beau, for Canton.
Hongkong, for West River.
M. Struve, for Saigon.
Dominica, for Quang-chow-wan.
Pah Kong, for West River.
Dezima, for Swatow.
San Cheong, for Canton.
Shun Lee, for West River.
Dr. Hans Jurg Kiser, for Haiphong
Kaiser, for Chetoo.
Benjamin, for Nagasaki.
Halmun, for Swatow.
Winghai, for Macao.
Haining, for Shau-tung.
Hugin, for Kobe.
Woomung, for Canton.
San U, for West River.
Sulung, for Singapore.
Clara Jensen, for Swatow.
Chingtu, for Kobe.
Lydia, for Chinkiang.
Kwongtung, for Canton.

DEPARTURES.

Mar. 23.
Omang, for Hongkong.
Fenny Lodge, for Sasebo.
Confidance, for Kobe.
Paklat, for Bangkok.
Emma Layken, for Samarang.
Dr. Hans Jurg Kiser, for Haiphong
Hugin, for Kobe.
Benjamin, for Nagasaki.

Passengers Arrived.

Per Halmun from Swatow—60 Chinese.
Per Fribol, from Coast Ports—138 Chinese.
Per Glenfalloch, from Singapore—374 Chinese.
Per Woomung, from Shanghai, &c.—Messrs.
Walters and James, 150 Chinese, and 8
Japanese.
Per Malta, from Shanghai for Hongkong—
Lieut.-Col. Ducat, Messrs. A. C. Dix, H. H.
Read, J. J. O'Connell, Groves, Windhurst, F. Charlton
and Basile. For Bombay—Mr. Shallders
and Basile. For Port Said—Mr. Schorstein, Col.
1904. For Alexandria—Capt. Pakarsky, Dr.
Kishakovsky, and Dr. Arnold. For Mar-
sailles—Messrs. Drew and Cousins, Mrs. E.
Page, Miss Page, Messrs. S. R. James and D.
Vikhyoff. For London—Miss Sparling and
2 children, Misses C. Bonnell, Barrett, Messrs.
J. Henderson, H. Cockburn, C. B. Cock-
burn and child, Mrs. Groves and child, Mr. C.
Crane, Mr. and Mrs. F. B. Pratt, Messrs.
Congreave, C. R. Tozer and Cronin. From
Yokohama for London—Mr. and Mrs. T. S.
Baker.

Passengers Departed.

Per Minnesota, for Shanghai—Messrs. C. H.
Purcell, Richard Morse, P. J. Carey, Sim Kye
Pang, P. H. Hunt, Mrs. D. Hersey, Mrs. R.
Blaum, Messrs. A. B. Wise, Y. Yukino, Mrs.
E. J. Doering, Mr. Messrs. A. Kean, Kim Chua,
Leong Hok Hin, A. Smith, Mr. and Mrs.
F. J. Jagger, Mr. and Mrs. J. Aaron, Mr. and Mrs.
Vanstein, and Mr. and Mrs. Abram Ladenson.
For Nagasaki—Mr. and Mrs. E. Smith, Mrs. S.
Taguchi, R. Imanaga, J. Kubato, C. Goto, C.
Watanabe and child, H. Harada and child, and
Mr. T. Mori. For Kobe—Mr. H. Gangriwalla,
Mr. and Mrs. G. G. Barnum, Messrs. A. C.
House, G. G. Barnum, Jr., Mrs. Kammerer,
and Mr. Wong Choy. For Yokohama—Messrs.
M. S. Niswander, Elliot, Lal Yung Sik and
Chan Chok Tang. For Seattle—Lieut. Wad-
leigh, Mrs. Gibson, Lieut. Francis Boughter,
Lieut. L. C. Palmer, Messrs. G. E. Hyde, F. B.
Clarke, Alex. Robertson, Walter Hill, Capt. R.
W. Almond, Lieut. A. McAllister, Judge J. H.
Blount, Mr. G. Sutherland, Miss L. D. Neel,
Mrs. W. G. Musgrave, Mr. W. F. Fisher, Lieut.
G. Tarbox, Mrs. W. H. Lane, Lieut. W. G.
Pay, Sweet, Mr. A. J. Rice, Mrs. W. B. Walker
and infant, Mr. H. Werner, Mrs. M. Griffiths,
Messrs. Walter E. Roberts and Arthur Hatter-
ley.

Shipping Report.

Str. Halmun from Swatow:—Moderate wind
and sea, fine weather.
Str. Woomung from Shanghai:—Rainy, misty,
moderate monsoon.
Str. Glenfalloch from Penang:—Light winds,
smooth sea, and fine weather to Lat. 19°00' N.,
from thence strong NE. wind, and head sea to
port.

Vessels in Port.

Str. Halmun, Br. s.s., 3,500, J. Williams, 19th
Mar.,—Barry 15th Jan., Coals.—E. A. T.
Co.
Arratoon Apar, Br. s.s., 2,931, E. Fey, 9th
Feb.,—Calcutta via Penang and Singapore
3rd Feb., Gen.—D. S. & Co., Ltd.
Bogstad, Nor. s.s., 1,987, H. S. Gullicksen, 16th
Mar.,—Chinkiang 15th Mar., Gen.—Order.
Borneo, Ger. s.s., 1,344, E. Mable, 13th Mar.,
—Sandakan 8th Mar., Timber and Gen.—M.
& Co.
Chingtu, Br. s.s., 1,459, J. McD. Howie, 4th
Mar.,—Melbourne 25th Jan., and Manila
1st Mar., Gen.—B. & S.
Claverling, Br. s.s., 2,154, D. Barton, 15th Mar.,
—Salina Cruz and Moji 3rd Mar., Ballast.
—C. C. S. S. Co.

Decima, Ger. s.s., 794, M. Schlaikier, 22nd
Mar.,—Amoy via Amoy and Swatow 21st
Mar., Gen.—O. S. K.
Egmont Castle, Br. s.s., 1,834, Modie, 20th
Mar.,—Moji 14th Mar., Coal—Order.
Empress of China, Br. s.s., 3,045, R. Archibald,
R.N.R., 14th Mar.,—Vancouver, B.C., 21st
Feb., and Shanghai 12th Mar., Mails and
Gen.—C. P. R. Co.
Fausang, Br. s.s., 1,450, Mitchell, 16th Mar.,
—Bourabaya 6th Mar., Sugar.—J. M. & Co.
Hopsang, Br. s.s., 1,359, Jas. M. Hay, 14th
Mar.,—Saigon 9th Mar., Rice.—J. M. &
Co.
Kamor, Nor. s.s., 979, S. V. Muus, 21st Mar.,
—Amoy 20th Mar., Ballast.—Mr. A. Burns.

Korea, Am. s.s., 1,651, Wm. B. Seabury, 18th
Mar.,—San Francisco 18th Feb., via
Honolulu, Yokohama, Kobe, Nagasaki
and Shanghai 16th Mar., Mails and Gen.
—P. M. S. S. Co.
Kumsang, Br. s.s., 2,077, E. J. Butler, 20th
Mar.,—Calcutta 5th Mar., Penang 11th
and Singapore 14th Mar.,—J. M. & Co.
Loongsang, Br. s.s., 1,092, G. B. Weigall, 20th
Mar.,—Manila 17th Mar., Gen.—J. M. &
Co.
Loosok, Ger. s.s., 1,070, G. Schultzen, 18th
Mar.,—Bangkok via Kohsiching 8th Mar.,
Rice and Teakwood.—B. & S.
Machew, Ger. s.s., 1,089, Haries, 21st Mar.,
—Bangkok 15th Mar., Rice and Teakwood.
—M. & Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 15th Mar.,
—Sandakan 10th Mar., Timber and Gen.—
M. & Co.
Mercedes, Br. s.s., 2,935, G. S. McGreor, 21st
Mar.,—Weihaiwei 25th Feb., Ballast—
Naval Stores.
Needles, Br. s.s., 4,995, J. P. Turner, 17th Mar.,
—Moji 12th Mar., Coal.—S. T. & Co.
Oscar II, Nor. s.s., 4,000, R. Olsen, 20th Mar.,
—Kuchinotru 15th Mar., Coal.—M. B. K.
Petchaburi, Ger. s.s., 1,375, G. Hillmann, 21st
Mar.,—Bangkok 14th Mar., Rice and
Wood.—B. & S.
Protea, Nor. s.s., 1,024, C. Möller, 15th Mar.,
—Moji 11th Mar., Coal.—Aagaard &
Thornsen Co.
Quarta, Ger. s.s., 1,825, H. Madsen, 21st Mar.,
—Karatsu 15th Mar., Coal.—S. W. & Co.
Rubi, Br. s.s., 1,611, A. H. Rotley, 20th Mar.,
—Manila 18th Mar., Gen.—S. T. & Co.
Suisang, Br. s.s., 1,775, F. Wheeler, 14th Mar.,
—Calcutta 25th Feb., Penang and Singa-
pore 8th Mar., Gen.—J. M. & Co.
Sungking, Br. s.s., 1,031, Pennefather, 11th
Mar.,—Hoio 7th Mar., Wood.—B. & S.
Telemachus, Br. s.s., 1,340, J. Williamson, 20th
Mar.,—Saigon 16th Mar., Rice.—W. Fat
Sing.
Triege, Aust. s.s., 2,232, D. Mistrorigo, 22nd
Mar.,—Singapore 16th Mar., Gen.—S. W.
& Co.
Westminster Bridge, Br. s.s., 2,208, A. W. Wen-
lock, 15th Mar.,—London and Singapore
23rd Nov., Coals.—Order.

SAILED VESSELS.

A. G. Ropes, Am. ship, 2,302, D. H. Riners,
16th Mar.,—Philadelphia 16th Oct., 1904,
Case Oil.—S. O. Co.
Forten Hall, Br. ship, 1,991, P. A. Logan, 14th
Jan.,—New York 7th Aug., 1904 Petroleum.
—S. O. Co.
King George, Br. ship, 2,057, J. White, 11th
Feb.,—Philadelphia, U.S.A. 6th Sept., 1904,
Case Oil.—S. O. Co.
Manuel Laguna, Br. ship, 1,646, D. G. Nickels,
11th Feb.,—Chetoo 4th Feb., Ballast—
Order.

Steamers Expected.

Vessel	From	Agents	Due
Simla	Singapore	P. & O. Co.	Mar. 24
Teenai	Singapore	N. Y. K.	Mar. 24
Sagami	Manila	D. & Co.	Mar. 24
Copico	Japan	P. M. Co.	Mar. 26
Gregory Apar	Singapore	D. S. & Co.	Mar. 27
P. R. Luipold	Japan	M. & Co.	Mar. 28
P. E. Friedrich	Colombo	M. & Co.	Mar. 29
Tartar	Vancouver	C. P. R. Co.	Mar. 29
Nicomedia	Portland	P. & A. Co.	Mar. 30
Emp. of India	Vancouver	C. P. R. Co.	April 10
Claverburn	New York	S. T. & Co.	April 25

Hongkong & Whampoa Dock Returns.

Vessel	From	Agents	Due
U.S.A.T. Lisum	at Kowloon Dock		
H.M.S. Whiting	"		
U.S.S. Barry	"		
U.S.S. Bainbridge	"		
U.S.S. Chauncey	"		
U.S.S. Dale	"		
U.S.S. Decatur	"		
U.S.S. Wisconsin	"		
U.S.S. Oregon	"		
Protea	"		
Fido	"		
Liekin	"		
Westminster Bridge	"		
Sungking	"		
Katharine Park	"		
Loongmoon	"		

Ships Passed the Canal.

Outward—25th February—Teikoku, Infield,
Serbia, Ras Rova, Sivilstad, Kaorven. 28th
February—Hilary, Sektela, Neumuhlen, Pal-
ma, Dagny. 4th March—Jason, Karoon, Al-
lemanna, Galra. 7th March—Indramayo, Fal-
lodon Hall, Pera, Annam, Benalder, Orange,
Penna, Prima Eitel Friedrich. 11th March—
Dardanus, Stephen, Anglia, Queen Alexandra,
Jelken. 15th March—Glenloch, Ellrichdale,
Armand Behle, Himalaya, Ellerbech, Gaarden,
Jaya, Hebe, Halusa, Kalibia, Langdale, Venus.
17th March—Glasgow, Izlen, Trimo, Telega-
chus.

Post Office.

A Mail will close 10 p.m.—
Canton—Per Kinsan, 24th Mar., 7.30 A.M.
Macao—Per Wingchai, 24th Mar., 7.30 A.M.
Kudat and Sandakan—Per Borneo, 24th
Mar., 8 A.M.
Swatow—Per Halmun, 24th Mar., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Korea, 24th
Mar., 11 A.M.
Bangkok—Per Loosok, 24th Mar., 1 P.M.
Macao—Per Hwangshan, 24th Mar., 1.15 P.M.
Singapore—Per Hopsang, 24th Mar., 2 P.M.
Manila—Per Loongsang, 24th Mar., 3 P.M.
Amoy and Manila—Per Rubi, 24th Mar.,
3 P.M.
Kobe—Per Confidance, 24th Mar., 4 P.M.
Chinkiang and Wuhu—Per Lydia, 24th
Mar., 4 P.M.
Shanghai, Yokohama and Kobe—Per Triege,
24th Mar., 4 P.M.
Manila—Per Venuu, 24th Mar., 5 P.M.
Canton—Per Fausang, 24th Mar., 5 P.M.

Namtao—Per Taitchin, 24th Mar., 5 P.M.
Sanbus—Per Hot Fu, 24th Mar., 5 P.M.
Canton—Per Hanks, 25th Mar., 7.30 A.M.
Macao—Per Wingchai, 25th Mar., 7.30 A.M.
Europe, &c., India, via Tuticorin—Per
Halla, 25th Mar., 10.45 A.M.
Macao—Per Hwangshan, 25th Mar., 1.15 P.M.
Chefoo and Newchuan—Per Hwang, 25th
Mar., 3 P.M.
Ningpo and Shanghai—Per Hwang, 25th
Mar., 3 P.M.
Macao—Per Wingchai, 26th Mar., 8 A.M.
Kongmoon, Kumbuck and Kaukong—Per
Hongkong, 26th Mar., 9 A.M.
Namtao—Per Taitchin, 26th Mar., 9 A.M.
Sanbus—Per Hot Fu, 26th Mar., 9 A.M.
Canton—Per Falsan, 26th Mar., 9 A.M.
Swatow, Amoy and Foochow—Per Hallan,
26th Mar., 9 A.M.
Tientsin—Per Etang, 27th Mar., 3 P.M.
Moji—Per Oscar II, 27th Mar., 3 P.M.
Swatow, Chefoo and Tientsin—Per Kanhi,
28th Mar., 9 A.M.
Shanghai—Per Woomung, 28th Mar., 3 P.M.
Singapore, Penang and Calcutta—Per
Kumsang, 28th Mar., 2 P.M.
Manila—Per Taming, 28th Mar., 3 P.M.
Shanghai—Per Ningpo, 28th Mar., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of China, 29th Mar., 10 A.M.
Rumpo, Br. s.s., India, via Tuticorin—Pe-
rime Regent Luffield, 29th Mar., 11 A.M.
Cebu and Hilo—Per Sunghang, 30th Mar.,
3 P.M.
Frederick, Wilhelmshafen, Herberstshofe,
Matupi, Sydney and Melbourne—Per Willhad,
3rd April, 11 A.M.
Europe, &c., India, via Tuticorin—Per
Tosarna, 4th April, 11 A.M.
Timor, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Melbourne,
Adelaide and Perth—Per Australian, 8th April,
10 A.M.
Manila, Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Melbourne,
Adelaide and Perth—Per Chingtu, 10th April,
3 P.M.
Europe, &c., India, via Tuticorin—Pe-
Tonkin, 18th April, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of India, 19th April, 11 A.M.

March 23 at 10 A.M. 30.15 30.06
Temperature .. 57 58
Humidity .. 87 94
Rainfall .. 0.10 —

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Algerine	sloop	1,000	10	1,000	Reserve	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Osmanney	Hongkong
Astrea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Yangtze
Bramble	gunboat, 1st class	—	—	—	Reserve	Hongkong
Britannia	gunboat, 1st class	—	—	—	Reserve	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	Lieut.-Commander Stevenson	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Captain Hon. Stophord	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Reserve	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richard	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Captain Shortland	Weihaiwei
Hogue	cruiser, 1st class	1,200	14	—	Captain William B. Fawcner	Hongkong
Humber	storeship	1,040	—	800	Reserve	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Lieut. T. M. Rindore	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Reserve	Hongkong
Kinsla	river gunboat	85	4	800	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Mooreen	battleship, 1st class	12,950	16	13,500	Lieut.-Commander F. B. Noble	West River
Ocean	torpedo boat destroyer	350	6	6,300	Captain T. G. Greet	Hongkong
Otter	sloop	—	—	—	Reserve	Hongkong
Phonix	surveying vessel	835	6	650	Reserve	Hongkong
Rambler	river gunboat	85	2	240	Commander C. E. Moore	West River
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Rosario	sloop	—	—	—	Reserve	Hongkong
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Tamar	receiving ship	4,675	6	—	Commodore Dicken	Yangtze
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secrean	Singapore
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilki son	Hongkong
Twed	coast defence gunboat	—	—	—	Reserve	Hongkong
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	On way to Spon
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander Holden	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.
* Flag of Rear-Admiral the Hon. A. C. Gordon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150		Haiphong
Baionnette	river gunboat	—	—	150		Saigon
Caronde	river gunboat	—	—	150		Saigon
Casse-tête	river gunboat	140	5	150		Saigon
Comète	gunboat	525	4	438		Saigon

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR
Straits, CEYLON, AUSTRIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for ISTAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 25th
March, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *Marmora*, 10,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, etc., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 6th May.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 10th March, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE,"

Captain R. Girard, will be despatched for
MARSEILLES on TUESDAY, the 4th
April, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *TOKIN* 18th April.
S.S. *DUMBEA* 2nd May.
S.S. *AUSTRALIEN* 16th May.

G. DE CHAMPEAUX,

Agent.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Pleides</i> 1	3753	F.G. Purinton	At Mar. 30
<i>Shawmut</i> 1	9,506	E. V. Roberts	April 13
<i>Tremont</i> 1	9,506	T. W. Garlick	April 21
<i>Lyra</i> 1	4417	G. V. Williams	May 15

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont 1, 9,506 T. W. Garlick, At April 12
Lyra 1, 4,417 G. V. Williams, May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo,
carried in cold storage.

For further Information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 18th March, 1905.

BOO CHEONG,

昌發

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

HOUSE in CLIFTON GARDENS, Conduit
Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 7th March, 1905.

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆

UPHOLSTERER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to our
Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to; and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$25.46 for second half-year 1904	4 1/2 %	\$750 buyers London 777
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,730	\$150,494	\$17 for 1903	6 1/2 %	\$285
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$59
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,850,000 \$20,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,719 \$83,110 \$846,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$37,794	\$486,284	\$12 for 1902	7 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$123,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,203,505	\$360,372	\$34 for 1903	10 1/2 %	\$315 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$158,444	Nil.	\$3 for year ended 30.6.1903	6 %	\$35
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$124
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 53 sales
Do. (Preference)	100,000	£1	£1	\$400,000 \$4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	Tls. 49 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	5 1/2 %	\$37 1/2 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093 \$400,000 \$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	10 %	\$130 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$180,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	10 %	\$130 sellers
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 34 for 1904	10 1/2 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$233 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,005	\$3 for 1897	...	\$254 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	4 1/2 %	Tls. 524 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	...	Tls. 74 seller
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	50 cents making G \$1 for 1904	5 1/2 %	G \$171 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$4 sales
SOCIÉTÉ FRANÇAISE DES CHARRONNAGES DU TONKIN.								
Docks, WHARVES & GODOWNS.	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000 \$300,000 \$250,000	\$8,577	\$3.75 for 1904	10 1/2 %	\$36 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$33,500 \$50,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$107 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$208 sales
Howarth Frskine, Limited	12,000	\$100	\$100	\$50,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	7 1/2 %	\$220 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$255 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	8 1/2 %	\$110
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	7 %	Tls. 152 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$43,712	Tls. 1,760	\$6 for first half year 1904	3 1/2 %	\$360 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	...	Tls. 18 for 1903	3 1/2 %	Tls. 190 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	\$100,000 \$11,824 \$20,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$144 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$127 1/2 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,956	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 194 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,094 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	8 %	\$39 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,46	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 114 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10 1/2 %	Tls. 47 seller
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Tls. 5 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 buyers
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	13 1/2 %	Tls. 30 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 254 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 30 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 20,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 67 seller
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$2,883	\$2,883	Interim of 50 cents for 1904	8 %	\$124 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$51
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$39 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,255	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders')	123	\$15	\$12	\$20,000	\$1,255	None	...	\$100
Do. (New Issue)	24,000	\$15	\$12	...	...	Preferential of 7 per cent for 1904	7 %	\$71 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	4 1/2 %	\$144 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 1/2 %	Tls. 70 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$24
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$24 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	\$1 1/2 for year ending 31.7.1903	...	Tls. 20 sales
E. L. Mendon, Limited	4,000	Tls. 50	Tls. 50	none	\$2,706	Tls. 5 for 1902	7 1/2 %	\$101
Fraser and Neave, Limited	100,000	\$10	\$10	\$112,500 \$400,000 \$25,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$26 sales
Green Island Cement Company, Limited	50,000	\$10	\$10	\$186,000	\$13,104	\$1 for 1904	7 1/2 %	\$16 sales
Do. (New Issue)	21,000	\$10	\$10	...	...	First Year	13 1/2 %	\$24 buyers
Hall & Holtz, Limited	21,000	\$10	\$10	...	...	Interim of \$1	...	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£53,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	5 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	5 1/2 %	\$160 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,705	\$15 for year ending 30.11.1904	7 1/2 %	\$200 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$212 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	6 1/2 %	\$155 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$15,000	\$299	Final of 70 cts. and 50 cts. bonus making	10 %	\$19
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	9 1/2 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	8 %	\$135 buyers
Maatschappij tot Mijn. Bosch- en Landbouwex- ploitation in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2, paid 15.3.05	12 %	Tls. 252 seller
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$5 for the year ending	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 115
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 145 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 120,000 \$6,000	Tls. 7,359	Interim of 15/- for 1904	6 %	Tls. 430 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	6 %	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$23 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$7 1/2 for second half year 1903	10 %	\$150 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000	...	\$1 div. and 35 cents bonus for half year	6 1/2 %	\$404 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,035	Final of Tls. 2 for half year	...	T. Tls. 110
Tientsin Waterworks Co. mpany, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	T. Tls. 130
United Asbestos Oriental Agency, Limited	2,900	\$10	\$10	\$20,000	\$480	60 cents for year ending 31.5.1904	10 1/2 %	\$91 buyers
Do. (Founders')	100	\$10	\$10	\$20,000	\$480	60 cents for year ending 31.5.1904	10 1/2 %	\$91 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	12 1/2 %	\$81 sellers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the	9 1/2 %	\$124 sellers